

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

January 27, 2017 ~ 9:00 AM

5510 Overland Ave, Room 271

San Diego CA, 92123

Minutes

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Approval of Minutes**
- IV. Items for Review:**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
<u>SUPERVISORIAL DISTRICT 2</u>			
2-A. TEMPORARY ROAD CLOSURE	CAMINO MONTE SOMBRA	GRANITE HILLS	CREST/DEHESA
2-B. RADAR RECERTIFICATION	FOURTH STREET	GRANITE HILLS	CREST/DEHESA
2-C. RADAR RECERTIFICATION	DEHESA ROAD	DEHESA	CREST/DEHESA
2-D. RADAR RECERTIFICATION	HARBISON CANYON	HARBISON CANYON	CREST/DEHESA
<u>SUPERVISORIAL DISTRICT 5</u>			
5-A. ALL-WAY STOP	JESMOND DENE ROAD AND JESMOND DRIVE	JESMOND DENE	HIDDEN MEADOWS

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2017

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Temporary Road Closure

LOCATION: Camino Monte Sombra, from a point 500 feet east of Calle de la Sierra easterly to the End, EL CAJON (Thos Bros. 1252-E4) Crest-Dehesa Community Planning Group

INITIATED BY: California Highway Patrol/San Diego County Sheriff

REQUEST: Temporary Road Closure

PROBLEM AS STATED BY REQUESTER:

On August 10, 2001, your Committee forwarded a recommendation to the Board of Supervisors in support of a temporary 18-month road closure as a result of serious and continual criminal activity along this portion of Camino Monte Sombra. The Board of Supervisors directed the temporary road closure be established. On December 1, 2001, this portion of Camino Monte Sombra was closed.

The resolution enacting the temporary road closure dictates this closure may be extended for a total of eight additional consecutive periods of not more than 18 months each. Also, prior to each extension, a public hearing is held and the same findings be made.

The Board of Supervisors, Law Enforcement Officials, Crest-Dehesa Community Planning Group and affected property owners have consistently supported previous extensions of Camino Monte Sombra's temporary road closure. This matter has exhausted all extension periods per Vehicle Code Section 21101.4. The temporary road closure was a result of serious and continual criminal activity and has expired.

The California Highway Patrol (CHP) and San Diego County Sheriff both support the reestablishment of this temporary closure on Camino Monte Sombra. All utility companies that will be affected by this closure have been contacted.

DATA:

Existing Traffic Devices

Camino Monte Sombra is a 28-foot striped two-lane roadway with a parking prohibition along both sides in advance of the closed segment. The closed segment has a "\$1,000 Fine for Littering" sign in place. The roadway is unclassified on the County General Plan Mobility Element Network. The road is not posted.

Discussion

In 2001, this segment of Camino Monte Sombra was identified by the Sheriff's Department and the California Highway Patrol (CHP) as a location where serious criminal activity was occurring on a frequent basis. As a result, upon a TAC recommendation, the Board of Supervisors directed a temporary road closure be established along this section. A locked gate was installed and access keys were provided to local law enforcement, the fire department, and local utilities. Since its closure in 2001, this portion of Camino Monte Sombra has not experienced any of the previous criminal activity, and the closure has been reviewed on an ongoing 18-month rotation as allowed by the California Vehicle Code (CVC) and the adopted Resolution. Camino Monte Sombra is not designated in the County's General Plan as a through highway or arterial street.

Based on CVC requirements, today, the closure needs to be formally re-established through primary support by a joint recommendation of the CHP and the Sheriff. The CHP representative from the El Cajon office expressed familiarity with previous and current conditions. The CHP representative and a Sheriff's representative both provided support to reinstate the road closure. The continued through traffic was identified as a source of the criminal activity to be prevented by the closure. Staff stated the adjacent property owner, Crest-Dehesa Community Planning Group and all utility companies in the area were notified of this proposed re-establishment and none expressed opposition. There was no evidence that the closure adversely affected traffic flow, safety on the adjacent streets or in the surrounding neighborhoods, the operation of emergency vehicles, the performance of municipal or public utility services, or the delivery of freight by commercial vehicles. The Committee, CHP, Sheriff, property owner and community group were advised that this action, if reinstated, may have eight allowable future 18-month extensions based on California Vehicle Code conditions.

The Crest/Dehesa Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The Committee recommends the reinstatement of the temporary road closure be approved due to prior serious and continual criminal activity on Camino Monte Sombra, from a point 500 feet east of Calle de la Sierra easterly to the end, for 18 months and the option of eight additional opportunities to renew, each for a period of eighteen months.

Maker: Cheever, Second: Pearlstein, Vote: yes-13, no-0, abstain-0, vacant-#, absent-2.

Necessary Board Action

Delete Item No. 1 and Add Item No. 2, of the Traffic Resolution No. 2663 relating to the Temporarily Closing to Through Traffic of a County Highway as a result of Serious and Continual Criminal Activity in the County of San Diego.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2017 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Fourth Street from the El Cajon City Limit northerly to Broadway (a distance of 0.52 miles) EL CAJON (Thos. Bros. 1252 B-4)

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Fourth Street is a striped two-lane roadway that measures 30 feet in width. The appropriate school signs and pavement legends are in place. The road is posted 40 MPH/Radar Certified. The road is unclassified on the County Mobility Element Network.

Average Daily Traffic Volumes **10/16** **10/10**

Fourth Street:
180' S/o Whigham PI 5,720* 5,080
*Estimated

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Fourth Street:				
180' S/o Whigham PI	(2017)	42 MPH	35-44	90 %
	(2010)	42.2 MPH	35-44	76.6%

Collision Data

There have been seven reported collisions along this segment of roadway, three of which involved injury in the last five years one month period, (01-01-11 to 02-29-16).

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent or below the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (42 MPH) supports recertification for continued radar speed enforcement. Fourth Street serves as a rural residential connecting link between Broadway in the City of El Cajon and a School Zone for Granite Hills High School within the City of El Cajon. It provides access to numerous residential driveways. The Committee discussed the possibility of reducing the posted speed and decided that it is performing well in its present state. The posted 40 MPH speed limit continues to be reasonable and reflective of the road's operating conditions.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. Representatives from the CHP indicated Fourth Street will benefit from continued radar speed enforcement.

Recommendation

The Committee recommends the existing 40 MPH speed limit of Fourth Street from the El Cajon City Limit northerly to Broadway, be recertified for radar speed enforcement.

Maker: Matella Second: Pennings Vote: yes-13, no-0, abstain-0, vacant-0, absent-2.

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2017

Item 2-C

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Dehesa Road from Willow Glen Drive easterly to 1,000 feet east of Mile Post 7 (a distance of 5.62 miles)
DEHESA (Thos. Bros. 1252 H-7) Crest/Dehesa Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 50 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 50 MPH speed limit.

Existing Traffic Devices

Dehesa Road is a striped two-lane Through Highway that varies from 34 to 54 feet in width. There is a short segment with a two-way left turn lane separating both directions of travel. There are bike lanes along each side of the roadway between Willow Glen Drive and Harbison Canyon Road. A new Traffic Signal has been installed at the intersection of Dehesa Road and Sycuan Road. A major portion of Dehesa Road is classified as a Major Road, from Harbison Canyon Road easterly it is classified as a Rural Collector on the Mobility Element Network. The road is posted 50 MPH/Radar Certified. The adjacent easterly segment of Dehesa Road is posted 45 MPH/Radar Certified.

Average Daily Traffic Volumes 07/16 07/10

Dehesa Road:

E/o Harbison Canyon Road

E/o Willow Glen Drive

14,830*

13,170

*Estimated

Spot Speed Data 85th Percentile 10 MPH Pace % in Pace

Dehesa Road:

3200' E/o Willow

(2017) 56 MPH

47-56

85 %

Glen Dr.

(2008) 51.0 MPH

43-52

72.0%

Spot Speed Data continued

<u>Spot Speed Data</u>		<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
2400' E/o Sloane Canyon Rd.	(2017)	54 MPH	46-55	83%
	(2008)	52.9 MPH	45-54	74.5%
1330' E/o Harbison Canyon Rd.	(2017)	53 MPH	45-54	87%
	(2008)	52.3 MPH	45-54	72.3%
650' E/o Stallion Oaks Rd.	(2017)	55 MPH	43-52	71%
	(2008)	53.4 MPH	45-54	59.8%
<u>Speed Zone</u>	(2017)	54.7 MPH	46-55	78%

Collision Data

There have been 115 reported collisions along this segment of roadway, 59 of which involved injury, and two of which involved fatality in the last five years two month period (01-01-11 to 02-29-16).

Discussion

The California Manual on Uniform Traffic Control Devices stipulates that speed limits are usually set at the 5 MPH increment adjacent to or below the prevailing (85th percentile) speed of motorists. The results of the recent speed surveys are 54 MPH, 53 MPH and 55 MPH. The overall speed zone 85th percentile speed is 54.7 MPH.

The Committee noted that Dehesa Road has been improved to provide additional travel and turn lanes. A new Signal has been built at the entrance to Sycuan Casino which is located within this segment. Currently, the road's collision rate is higher than the statewide average for similar type roads. The Committee believes that the road's layout, curvilinear nature in portions, high volume, and casino associated traffic can be challenging and that the road's measured speeds, operating characteristics, and collision experience support the existing 50 MPH speed limit.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roads where radar enforcement takes place. Dehesa Road will continue to benefit from radar certification.

The Crest/Dehesa Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The Committee recommends the existing 50 MPH speed limit on Dehesa Road from Willow Glen Drive to 1,000 feet east of Mile Post 7 in the unincorporated area of Dehesa. (a distance of 5.62 miles) be recertified for the continued use of radar speed enforcement.

Maker: Pearlstein Second: Reinhart Vote: yes-13, no-0, abstain-0, vacant-0, absent-2.

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2017

Item 2-D

SUPERVISORIAL DISTRICT: 2

SUBJECT: Radar Recertification

LOCATION: Harbison Canyon Road from 1,900 feet south of Collier Way northerly to 650 feet north of Patrick Drive (a distance of 1.4 miles) HARBISON CANYON (Thos. Bros. 1253 C-1) Crest/Dehesa/Harbison Canyon Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Radar Recertification of the Existing 40 MPH Speed Limit

PROBLEM AS STATED BY REQUESTER:

Preliminary review of prevailing speeds and roadway conditions could support radar recertification for the existing 40 MPH speed limit.

Existing Traffic Devices

Harbison Canyon Road is a striped two-lane Through Highway that measures approximately 26 feet in width. There is edge-striping on both sides of the roadway. The road is posted 40 MPH/Radar Certified. This roadway is classified as a Light Collector on the Mobility Element Map.

Average Daily Traffic Volumes **07/16** **07/10**

Harbison Canyon Road:		
N/o Collier Way	2,170*	1,930
*Estimated		

Spot Speed Data **85th** **10 MPH** **% in** **Percentile** **Pace** **Pace**

Harbison Canyon Road:				
100' S/o Almyra Rd	(2017)	42 MPH	35-44	89%
	(2010)	45.0 MPH	36-45	58.9%

Collision Data

There have been 24 reported collisions along this segment of roadway, 11 of which involved injury in the last five years two months period (01-01-11 to 02-29-16).

Discussion

The California Manual on Uniform Traffic Control Devices currently stipulates that speed limits are usually set at the 5 MPH increment adjacent to or below the prevailing (85th percentile) speed of motorists. The result of the recent speed survey (42 MPH) supports recertification of the existing 40 MPH speed limit.

This segment of Harbison Canyon Road serves as the main commute route for the community of Harbison Canyon to Interstate 8 and serves as a feeder road to the Sycuan Casino. There is a popular County park, numerous residential driveways, private and public intersections, and commercial establishments along this section of the roadway. The majority of the roadway has limited shoulder area. Harbison Canyon Road is also a popular route for pedestrians accessing Olde Ironside Park and for motorcycle enthusiasts. The results of the recent speed survey indicates the 85th percentile speeds and the 10 MPH paces lower than when last reviewed in 2010. The segment accident rate continues to be higher than the statewide average for similar type roadways. The Committee supports radar enforcement for the existing 40 MPH speed limit.

Radar certification has proven to be an effective tool against excessive speeding and has had a positive effect in reducing the speed of motorists on roadways where radar enforcement takes place. This segment of Harbison Canyon Road continues to meet the criteria for the continued use of radar speed enforcement.

The Crest/Dehesa Community Planning Group was provided the opportunity to review this item and did not provide input.

Recommendation

The Committee recommends recertification for continued radar speed enforcement of the existing 40 MPH speed limit on Harbison Canyon Road from a point 1,900 feet south of Collier Way northerly to a point 650 feet north of Patrick Drive.

Maker: Matella Second: Pennings Vote: yes-13, no-0, abstain-0, vacant-0, absent-2.

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: January 27, 2017

Item 5-A

SUPERVISORIAL DISTRICT: 5

SUBJECT: All-Way Stop

LOCATION: Jesmond Dene Road and Jesmond Drive (Thos. Bros.
1109 E-2) JESMOND DENE – Hidden Meadows
Community Sponsor Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Intersection Review

PROBLEM AS STATED BY REQUESTER:

Sight visibility is obstructed at the “TEE” intersection of Jesmond Dene Road and Jesmond Drive in Hidden Meadows due to parked vehicles in the business on the northeast side of the intersection. A local resident requested for consideration of an All-Way Stop Control at this intersection. Please review the intersection of Jesmond Dene Road and Jesmond Drive for appropriateness of an All-Way Stop Control installation.

Existing Traffic Devices

Jesmond Dene Road is a striped two-lane roadway that intersects Jesmond Drive, runs north/south and measures 24 feet wide. This roadway is classified as a Light Collector on the County General Plan Mobility Element Network.

Jesmond Drive is an unstriped roadway that intersects Jesmond Dene Road, measures 18 feet wide and is stop controlled. NOTE: This roadway is unclassified on the County General Plan Mobility Element Network.

Average Daily Traffic Volumes

6/16

Jesmond Dene Road:

N/o Jesmond Drive

790 SB

S/o Jesmond Drive

1,030 NB

Jesmond Drive:

E/o Jesmond Dene Road

460 WB

Collisions

There have been no reported collisions at this intersection in the last five year two month period (1-1-11 to 02-29-16).

Discussion

This “Tee” intersection at Jesmond Dene Road and Jesmond Drive is presently stop controlled in the westbound direction only on Jesmond Drive, the minor approach. The intersection has a through movement on Jesmond Dene Road in the north and southbound directions. There is a neighborhood Moose Lodge at the northeast corner of the intersection that has asphalt pavement contiguous with the County-maintained roads. Further south on Jesmond Dene Road, there is a vertical crest in the roadway. There have been no reported collisions at this intersection in the last five year and one month reporting period.

Residents of the area and representatives from the Moose Lodge were in attendance and expressed their concerns and wishes for the installation of an all-way stop control at this intersection. They stated that ingress and egress from Jesmond Drive is challenging due to the impaired sight distance when vehicles are parked at the lodge and the crest in the roadway on the southbound leg.

County staff familiarized the Committee with the close proximity of the Moose Lodge to the roadway on Jesmond Dene Road. Often, when the Lodge has events and their parking lot fills, the parked vehicles encroach into the County’s right-of-way, and sight distance for a motorist stopped on Jesmond Drive waiting to turn left onto Jesmond Dene Road is impacted. This was identified as a temporary obstruction caused by the lodge parking lot striping.

The representative from Caltrans suggested that reconfiguring the parking spaces to be out of the County right-of-way will resolve sight distance issues that occur. County staff provided the Committee with the results of the operational sight distance measurement from this corner. There is sufficient sight distance for motorist’s making turn movements from Jesmond Drive looking right (towards the direction of the lodge parking lot when unobstructed) and looking left (towards the vertical crest in the roadway) based on approach speeds.

The Committee noted that the intersection of Jesmond Dene Road and Jesmond Drive is operating as a low volume intersection and does not meet the guidelines set forth in the MUTCD for all-way stop control installation. They agreed that with the modifications to the parking lot at the Moose Lodge this intersection will be operating with adequate visibility. Staff agreed to meet with the representatives of the lodge to demonstrate the right-of-way and discuss parking lot modifications to remove sight visibility obstruction. The Committee will review the operation conditions again after the said improvements are implemented.

The Hidden Meadows Community Sponsor Group was given the opportunity to provide input on this matter and did not respond.

Recommendation

This item recommends against establishing an all-way stop intersection at Jesmond Dene Road and Jesmond Drive and stems from a request from a local area resident to review the intersection for an all-way stop control.

Maker: Fleishman, Second: Hadley, Vote: yes-13, no-0, abstain-0, vacant-0, absent-2.

Necessary Board Action

File this report